

Chapter 1 : Isle of Man, Tourist Trophy, Classic TT, Manx GP, Classic motorcycles,

Information and listing for race Tourist Trophy

The new technical challenges of the Mountain Course forced changes on entrants and motorcycle manufacturers alike. The American Indian motorcycle factory fitted a two-speed gearbox and chain-drive. This proved to be the winning combination when Oliver Godfrey won the Senior TT race riding an Indian at an average speed of 48.5 mph. Fitted with a six-speed belt drive [24] Charlie Collier riding a Matchless motorcycle finished second in the Senior TT race and was later disqualified for illegal refuelling. During an early morning practice session for the Isle of Man TT races, Victor Surrige died after crashing his Rudge motorcycle at Glen Helen, the first death of a competitor on the Snaefell Mountain Course and the first death in the Isle of Man of a person in an automotive accident. The specifications for entries into the Senior TT race are: This was achieved by Michael Rutter of team MotoCzysz in the race, [28] and has been exceeded every year since. Discontinued race classes[edit] Main article: It was won by Jack Porter, riding a New Imperial motorcycle at an average speed of 48.5 mph. The event was reintroduced in 1977 held on the four-mile Billown Circuit and then dropped from the race schedule on cost grounds for the races. The series became dominated by one model – the BSA Gold Star, [31] [32] [33] and with little competition from other manufacturers, was discontinued. When previewing the impending re-introduction of a specification-controlled, roadster-based class in March, David Dixon wrote: The Production TT was reintroduced for the races in three classes, reduced to two classes on safety grounds for the races. Historically there was an early morning practice session from 8.00 to 9.00 am. Evening practice sessions were introduced for the Isle of Man TT and continue to this day. The Thursday afternoon practice session from 2.00 to 4.00 pm. A schedule for practice sessions is announced each year well in advance. For the races a provisional schedule was announced by mid-July, [38] and changes in the schedule were highlighted. The schedule for the first Saturday untimed session in was: Practice week sessions[edit] The main practice and timed practice sessions are usually held on Monday-Friday of the next week. The public roads forming the Mountain Course were to be closed in between. Some would-be racers need to qualify for races by achieving satisfactory practice times during these sessions. Schedule for the five-day timed session Monday-Friday of practice week in Race week practice sessions[edit] Further scheduled timed practice sessions after the race periods for the Isle of Man TT Races: Mad Sunday, 7 June: No practice sessions were scheduled during "Mad Sunday", a day when many fans ride the TT course themselves. An exception to this non-scheduling was in 1997 when there was racing on the afternoon of Mad Sunday. In 1997, Inspector Derek Flint said: Police are out in force, and in large numbers of fans were expected to ride due to very favourable weather forecasts. Friday 5 June Further untimed practice sessions are held during race week after the racing has been completed for selected race classes. In 1997 there were four scheduled race days: Crossing places during practice and races[edit] The Road Racing Act Isle of Man and the supplementary TT Road Races Orders allow vehicles and pedestrians to cross the Snaefell Mountain Course at certain points between scheduled race periods under the supervision of a police officer. Several permanent pedestrian overbridges have been erected. The access road is a narrow, single-track width with passing places and is restricted to cars and light vans below a weight limit of 3,000 kilograms. When used for vehicular traffic, pedestrian access is prohibited, but at other times it is part of a system of nature-trails. The oldest motor-cycle racing circuit still in use is the Snaefell Mountain Course over which the Isle of Man Tourist Trophy races are run. This circuit is the epitome of the natural road course, all the roads used being ordinary public highways closed for the racing and practice sessions.

Chapter 2 : Ards Tourist Trophy | primotipo

August Drivers run to their cars for the start of the race 1 of 16 August The start of the Ulster Tourist Trophy race in Belfast which was won by Tazio Nuvolari for Alfa Romeo (Image.

A flock of sheep at the 13th Milestone causes some problems to Jimmie Simpson riding a Norton. The Egyptian rider M. Barrow riding a Levis retires after a crash. At Union Mills on lap 2, Frank Longman riding an Excelsior stops with gear-box problems, but continues after a delay. At the TT Grandstand on lap 3, J. Lynd riding a Velocette is delayed with a magneto problem. Charlie Dodson riding a Sunbeam retires at Kirk Michael with valve spring problems. As the competitors complete their 3rd lap, Frank Longman completes his 2nd lap with Jimmie Simpson as a pillion passenger. At the Quarterbridge on lap 5, S. Barwell riding an Excelsior crashes and breaks his left arm. Also, Tim Hunt riding a Norton slips off on melting tar at the Quarterbridge but continues. The Belgian rider J. Fondu crashes his Mondial at Creg-ny-Baa. On lap 6, "Digger" Simcock retires his Sunbeam at Greeba with engine problems. Davenport riding an AJS at the Quarterbridge with engine problems. The Jamaican rider A. The Swiss rider F. Franconi, riding a Universal, crashes at Glen Helen. On lap 1, A. Tyler, riding a Raleigh , crashes at the Quarterbridge and retires. In Ramsey on lap 1 Edwin Twemlow , riding for Cotton , retires with clutch failure. At the Creg-ny-Baa, W. Kitchen, riding a Scott , slips off but continues. On lap 3, J. At Braddan Bridge, W. Birch riding an Excelsior collides with a Flag Marshal and retires, and F. Rushton riding a Sunbeam motor-cycle crashes at Laurel Bank. On lap 5, F. Isaacs riding a Norton, crashes into the telephone box at the Creg-ny-Baa. Williams riding a Raleigh crashes and suffers a broken leg.

Chapter 3 : Ulster Tourist Trophy gallery - Belfast Live

Exciting historic coverage of the most thrilling Tourist Trophy races of all time.

Though it had no direct predecessor, it channeled decades of performance heritage that cut across geographical and industrial boundaries. It had a lot to live up to. DKW, one of the companies that merged to form Audi as we know it today, built racing motorcycles during the s. It designed the SS model as a competition-ready bike aimed at private racers. Power came from a complex, advanced cc engine with two pistons inside a single combustion chamber. At the time, no one considered using the nameplate on a sporty coupe. No one thought of saving the victorious bike, either, and it was destroyed in the following years. The firm sat on its victory until , when it finally celebrated the occasion by introducing a sportier moped called Quickly TT. It shared no parts with the race-winning bike, and production ended a year later. NSU -- another company that morphed into the conglomerate we know as Audi -- built mopeds, motorcycles and a small, rear-engined economy car named Prinz. It followed the path blazed by famed tuners Gordini and Abarth when it launched the Prinz TT in . The inconspicuous Prinz received a twin-barrel carburetor, front disc brakes, a tachometer and a twin-spoke steering wheel, among other performance-oriented modifications. With 55 hp from a 1. Five for two 1,2,4,5,3. It boasted 70 hp thanks to a 1. NSU offered an hp total upgrade for buyers who took lap times seriously. That was a significant amount of power in a car that weighed merely 1, pounds. TT production ended a year later after a nearly 50, strong production run. Both models continued to win races well after they retired. The Prinz replacement it wanted to launch during the s became the Audi 50, which later spawned the original Volkswagen Polo. Regardless, the TT nameplate laid dormant for over two decades. In , designers Freeman Thomas and J Mays began sketching a coupe with crisp, Bauhaus-inspired lines. They envisioned a model that -- like the Prinz -- placed a bigger emphasis on handling than all-out speed. And, significantly, they preferred keeping it relatively affordable rather than roving into Porsche territory. Keeping costs in check meant using an existing platform. Though showgoers loved the TT, Demel stressed it was a design study, not a preview of a production model. First, it was a convertible. Second, as its name implied, it received a more powerful turbo-four tuned to deliver hp at 5, rpm. Audi quickly began the process of turning the two concepts into production models. It was a daunting task during the s, but Audi pulled it off in about three years. The first-generation TT coupe made its debut at the Paris auto show. The TT roadster arrived at the Geneva show. The two variants landed in the United States for the and model years, respectively. Both came with a turbocharged, 1. Audi has consistently fine-tuned its design paragon over the past two decades. It built a VR6-powered model with hp in . For its 20th birthday, the TT receives a restyled grille, new-look bumpers on both ends and additional paint colors. Audi told us the American-spec car will keep the pre-facelift grille, though. The TT and the TTS also gain a seven-speed dual-clutch automatic transmission developed to improve acceleration without sacrificing fuel economy. And, last but not least, Audi will release a limited-edition model named TT 20 Years that pays homage to the TTS concept from with gray paint plus an interior that echoes the baseball-stitched leather seats shown on the concept and offered on the production model. Act fast if you want one: Audi will cap production of the TT 20 Years at examples, and only about 80 of them will end up in the hands of American enthusiasts. Each one wears a numbered plaque on the center console to certify its authenticity.

Chapter 4 : Mettoy no 49, England , TT Isle of Man`s tourist trophy, 7 3/4 inches - Catawiki

This Alfa Romeo 6C GS Testa Fissa, driven by none other than racing great Tazio Nuvolari to victory at the Tourist Trophy race, is available at the upcoming RM Auctions London sale. It carries a pre-sale estimate of Â£, to Â£,

Gone but not forgotten - long remembered! As the years pass the job has become more distressing as tragedy strikes way too often. If nominating riders please provide details and information to verify an entry where possible. It is a sad exercise but one many have found worthwhile. Racing memoriams - Post World War Two: During practice he crashed on the last right-hand bend in the approach to Sulby Straight, close to the small town of Ramsey. Peter had earlier come second in the Junior Manx on a Norton at a speed of He came 3rd in the Senior Manx at a speed of The race started under difficult conditions, with gale force winds sweeping the island. Russell was subsequently thrown from his bike losing his helmet and goggles in the accident. Unfortunately he was killed instantly. McEwan escaped injury, but van Tilburg was seriously hurt and died a few days later in hospital. Thomas crashed his velocette at Brandish Corner in practice. His funeral was on 15 June Christmas was from Woking, Surrey. Neil Christmas was a well-known T. Nicknamed The Black Devil, he was a multiple Italian Motor Cycle champion, who raced to 47 victories for Moto Guzzi from till , the year he died from an accident during practice for the Swiss GP. Omobono Tenni was born in Tirano, Lombardy. When he was 15, his family moved to Treviso, where he began an apprenticeship at a motorcycle workshop. At 19, he opened his own workshop and began his racing career. His first victory was in , at the end of his teenage years. It was not until that members of his local club contributed so that he could purchase a Velocette with which he finished in third place at the Italian Grand Prix at Monza followed by a victory at the Grand Prix Reale of Rome. His performance earned him a spot on the Moto Guzzi team for the season. He would go on to win the Italian cc national championship. Tenni first travelled to the Isle of Man TT in For a newcomer, he performed remarkably well. He was lying in second to his team-mate Woods, when he crashed in a fog bank on the mountain section. It was here that he came to be dubbed the Black Devil referring both to the color of his hair and his diabolical riding style. He would again capture the cc Italian National Championship in In he also won the cc European Championship. He suffered serious injuries in the and seasons then his racing career was put on hold by World War II. After the war, he began racing again, claiming his fourth Italian cc championship in Omobono Tenni had 47 victories racing for Moto Guzzi in the period from to While racing in the cc Junior TT Race, the first ever race of the new FIM World Championship, Drinkwater collided with a bank trying to avoid a fellow competitor near Cronk Bane farm near the 11th milestone marker post and was killed. His passenger, Donald Overall, escaped with injuries. George is on the right in the photo click on thumbnail to enlarge. Malcolm David Whitworth 3 July was a British motorcycle racer. In and he competed in the Manx Grand Prix, but retired both times. In he competed in the Isle of Man TT for the first time, which was thought at the time to be the toughest race in the world. In the cc Lightweight TT race, he competed on a Cotton motorcycle but failed to finish. He failed to finish in as well, but in the cc Junior TT he came sixth on a Velocette. In he finished fifth in the Junior TT and twelfth in the cc Senior TT, in which he competed for the first time. He retired from the Senior TT race. In , Whitworth took part in the newly created World Championship. At both the Dutch TT and the Belgian Grand Prix, Whitworth finished fourth in the cc class resulting in sixth place in the overall championship standings. In the season, Whitworth took eleventh and nineteenth places in the Junior and Senior TT respectively. For the Senior TT, he competed for the first time as a works rider, for Triumph. On the tenth lap, Whitworth and Salt came together, crashing heavily. The following day, Whitworth died in hospital from his injuries. In accordance with his wishes, which were to be buried close to the scene of any fatal accident he might have, he was buried in the local cemetery in Spa. He returned in and claimed the cc world championship with three victories including one at the Isle of Man TT. Ambrosini was killed during official practice for the French Grand Prix at Albi. The two riders were at the track together with their team mate Enrico Lorenzetti. Leoni, worried that his team mates had crashed went back to look for them. Meanwhile Geminiani and Lorenzetti had left the pits and were travelling at speed when they collided head on with Leoni. Sante Geminiani was killed instantly. Gianni Leoni recovered his feet;

but later died in hospital in Belfast. Enrico Lorenzetti sustained only minor injuries. Despite the tragic death of two of its factory riders and another injured, team Moto Guzzi did not withdraw from the race and the following day the works rider Bruno Ruffo won the Ulster Grand Prix cm3 class in a Moto Guzzi. At the time of his death he was second in points in the World Championship class and fourth in the September 4, was an Italian Grand Prix motorcycle road racer. Born in Lugo in the Emilia-Romagna, he began his professional Grand Prix racing career in riding for the Moto Guzzi factory racing team. Ercole was injured in a crash on the 15th lap at Tenni Turn - named after Omobono Tenni, who lost his life in that spot in practice for the Grand Prix of Switzerland. Frigerio died later in hospital on the same day. He had won the Swiss Grand Prix at Bremgarten in He was also the Italian sidecar champion in , and The cc GP began at a furious rate with Bennett in mid-field. It soon developed into a race of attrition. As the race progressed there were further retirements, Dave was the sole works Norton battling with the more experienced AJS duo of Doran and Brett. A fierce battle for the lead developed, changing repeatedly. As Doran and Brett sped past the pits on lap 27 there was no sign of Bennett. It was at first presumed that he too had suffered engine trouble, but in his efforts to stay with the AJS pair, he had run out of road, hit a tree and was killed instantly. Earlier that day Italian sidecar driver Ercole Frigerio had lost his life in an accident during the sidecar event in the very same place as Bennett crashed. Harry struck a pole and was killed instantly. The fatal accident happened on the fifth lap when his footrest ground causing the bike to crash at speed. The previous day, Geoff had phoned home to Tasmania to make arrangements to buy a new Norton on which he intended racing the rest of the season in Europe. Geoff, who was staying at Mount Rule, is buried at Braddan Cemetery. Click on thumbnail to enlarge - Pic: He won the inaugural Grand Prix motorcycle racing cc World Championship in For the next few years he raced a succession of Rudge hybrids with varying success. He rebuilt it, and entered it in the Ulster Grand Prix. After completing a lap of the Clady Circuit, the big end seized. He remounted, joined the field, and was running third behind a couple of Excelsiors, when the valve gear broke. He rebuilt the engine again, and won his next race at Donington Park. He then entered the Ulster Grand Prix, and came fourth. In summer of they raced in the South Eastern Championships on Layhams Farm "mountain mile" grass track. Les took the 20 lap Matchless Trophy, setting a record in the process, despite never having competed on that track before. Annes CTS , and was running fourth on the second last lap, when the gearbox broke. Jock West was watching the race, and signed Les up to ride a Velo in , but the War intervened, and that did not happen. He was assigned to the Squadron from , flying Lancaster bombers over Germany. He attained the rank of Flight Lieutenant and was awarded the Distinguished Flying Cross in December for bravery. He had an invitation from Wing Commander J. Afterwards, he returned to racing in the late s as a member of the AJS factory racing team. He competed privately at the first post war Cadwell Park meeting, on a Norton , and won. In he managed a seventh in the Junior, but did not finish in the Senior. The Motorcycle World Championships were first held in , a year before the beginning of the four-wheeler Formula One World Championship. Les was the first winner of the prestigious cc class, riding an AJS Porcupine. With only a few miles to go, the magneto drive sheared and he pushed home to finish 9th. He won round 2 at Bremgarten in Switzerland and set fastest lap in year 1 fastest laps counted for 1 point. He failed to finish in round 4 at Spa in Belgium.

Chapter 5 : RAC Tourist Trophy Category - Items from Media Storehouse

THE ninth Tourist Trophy of the R.A.C. was run this year for the third time over the Ards circuit in Ulster, and resulted in a remarkable victory for the Italian Alfa-Romeo team, The winner, T. Nuvolari, has already achieved fame by his victory in the gruelling 1, miles of this year, though this was his first race on British soil. G. Campari, the second man home, was second in this event.

Posted 6 days ago Julie w Very please with the picture my son in law Serbian. And loves Djokovic so he will love this and I am taking this to the u s a Posted 6 days ago Lovely picture quick delivery! Great Posted 6 days ago Very happy with our print. Well packaged and prompt delivery. Posted 1 week ago Mrs Pauline W Great website, easy to use and specify your requirements. Very well protected and delivered in immaculate condition by Fedex on the day stated. Will definitely be purchasing again in the future. Posted 1 week ago Lisa H Was very pleased with my purchase. Customer service was prompt in answering my question about their products. Posted 1 week ago Anonymous Email query answered within 24 hours - very helpful; email order confirmation and progress really good; goods dispatched and received within two days of the order - totally satisfied customer! Posted 1 week ago Great value and was delivered very promptly. To have items sent from a different lab please select the relevant store at the base of the page before adding to your basket. Orders can be delivered to your home, work address, or a friend. Courier items normally require a signature on delivery. We will send an email once the item has been dispatched so you know it is on its way. Smaller Photo Prints are sent out flat in strong envelopes with cardboard front and back for extra protection. Larger Photo Prints are wrapped in tissue paper and rolled into sturdy tubes. Delivery Rates These include special packaging to get them to you safely and are clearly shown at the checkout. In the unlikely event your order does not arrive, or is damaged in transit, we will be happy to replace it. Delivery Tracking Here are some reasons why tracking information may not be available: Ordering is quick and easy! Just follow these 5 simple steps Most items are printed to order from high quality digital originals and without the watermarking shown on our web previews. Please note that prices shown may include sales tax where applicable at your current rate. Just enter a word or phrase into the search box , or browse our online photo galleries. Select an image to find out more about the picture and the range of quality print formats available. Preview images may be watermarked for security reasons, such marks will not appear on your final purchase. Our professional prints can withstand fade for up to years! All frames and mounts are produced in-house to guarantee a premium quality product and are quality checked before leaving our labs. Simply enter your email address and password and we will fill in your billing and delivery address details. All personal details are held securely and are not used for any purpose other than order management. If you are not happy with an item, or have simply changed your mind, do please let us know as soon as possible. After this we only exchange items if they were received faulty, or if the wrong item was received. The item must be returned in the condition that you received it and in its original packaging. All we ask is that you return the item in the condition that you received it including any paperwork and wrap the package securely - the packaging they arrive in can often be used for the return. We will replace faulty items with the same product or refund back to a credit card if the item is no longer available. Our returns policy is valid for 30 days from receipt of goods. As soon as you place an order for a personalised or made-to-order item you have entered into a contract to purchase that item. Therefore once you have submitted the order you cannot cancel or return the item either before or after dispatch. During peak periods exchanges can take up to 28 days to process. If you require an exchange for a specific date, e. A full charge will be made on goods that have been returned in a used or unsalable condition e. We reserve the right to return to you at your cost any item returned to us after 14 days, or not in compliance with the conditions above. Please visit Feedback to send us comments, suggestions etc, remembering to quote your order reference in any correspondence Please contact us for return address details for your country.

Chapter 6 : Isle of Man TT - Wikipedia

The SSK was driven to victory in numerous races, including in the Miles of Argentina, the and Cordoba Grands Prix, the Argentine Grand Prix, and, in the hands of legendary Grand Prix racing driver Rudolf Caracciola, the British Tourist Trophy race, the Irish Grand Prix, the German Grand Prix, and the

It was the spirit of competition and advancement that brought the original TT competition to the Island as racing on the highways and byways of Britain was impossible, forbidden by Act of Parliament and by the introduction in of a 20mph speed limit. The Secretary of the Automobile Club of Great Britain and Ireland, Sir Julian Orde, set off in February for the Isle of Man because he had a fairly shrewd idea that the Manx authorities would adopt a more conciliatory attitude automobile racing on public roads. It was not until the following year that a trial race for the motorbikes was to be introduced the day after the Gordon Bennett Car Trial. The new route ran from Douglas south to Castletown and then north to Ballacraigne along the A3 primary road, returning to the start at Douglas via Colby and Glen Vine along the current TT Course in the reverse direction. The event was won by J. Campbell in a respectable 4 hours, 9 minutes and 36 seconds. The races were run in two classes with single-cylinder machines to average 90 mpg and twin-cylinder machines to average 75 mpg. This was done to emphasise the road touring nature of the motor-cycles. The organisers also insisted there were regulations for saddles, pedals, mudguards and exhaust silencers. The Auto Cycle Union ACU , organisers of the race, announced an extension to the course with the reintroduction of the Mountain Course setting a four lap mile Junior course and a five lap mile race for the Senior race. By now crowds were accommodated in Grandstands to watch the American bike manufacturer Indian take the first three places. The race meeting was close to being cancelled due to several manufactures threatening to boycott the race having struggled the year before on the Mountain course with the single gear bikes. It was during the early years that the Mountain Circuit was little more than a cart and horse track which included the odd gate between fields. It was the duty of the first rider round in the morning to open all the gates along the way, with the last rider responsible in shutting them. The TT was the last race before the outbreak of World War I; the meeting was not to be held again till after the War in Cyril Williams competing in the Junior race on an AJS valiantly pushed his AJS over the finish line in first place having broken down five miles previously. It was in that a young Stanley Woods first made the ferry trip over from Ireland to the Isle of Man as a one of the thousands of spectators now attending. The following year a seventeen year old Stanley Woods would enter his first ever TT. During the s the road conditions began to improve and with this so did lap speeds. In the lap record was The TT will be remembered for two things, Tom Sheard winning the cc race on the dominant AJS, the first ever Manxman to win at the TT and the seventeen year old Stanley Woods attaining fifth position on a Cotton with a time of 3hrs 50min 33secs despite having to contend with a broken exhaust pipe and a pit fire that set both man and machine ablaze. The competition saw the introduction of the first Sidecar race won by Freddie Dixon and passenger Walter Perry. In the Junior cc Stanley Woods was to record his first of ten TT victories, the last one being in By the lap speed record had reached 91mph, a record held by Harold Daniell for a further 12 years. Following a break of eight years the Isle of Man TT returned after the War in , with Harold Daniell winning at a much slower speed than his previous record due to the poorer quality of petrol, setting speeds of 82mph. It was also the last time the two great pre-war riders, Harold Daniell on a Norton and Freddie Frith on a Velocette were to be seen ridding at the TT, both winning the Senior and Junior races respectively. In the same year, the cc category was introduced. In , the Scotsman Bob McIntyre became the first rider ever to lap the Mountain circuit at mph, much to the annoyance of Geoff Duke who came agonisingly close the previous year, achieving The late fifties and early sixties are known as the golden era of the TT, with riders like John Surtees, Mike Hailwood, Giacomo Agostini, Phil Read and Jim Redman competing in entertaining battles with machine and each other. This era is also notable for the first appearance of the Japanese bike company, Honda. Hailwood would later go on to win five consecutive Senior titles. Between and Agostini managed 11 race wins of his own, while in Hailwood set another lap record at In he won the Jubilee Classic race, the first of an astounding Mike Hailwood after an 11 year absence returned to the TT in winning form in which he

matched in his final race in , with his 14th and final TT. The eighties were dominated by one man - Joey Dunlop. At the tender age of 48 Joey Dunlop recorded his 26th and final TT win at the start of the new millennium. The Centenary year saw huge numbers visit the island from all over the world and they were treated to a new TT lap record of Dave Molyneux also won the two sidecar races giving him 13 outright titles. A 16th win had seemed on the cards as he dominated the Senior that year, but his hopes were dashed when his chain came loose " there was some consolation, though, when McGuinness smashed another barrier, raising the outright lap record to a staggering

Chapter 7 : calendrierdelascience.com: The World's #1 TT Website

John McGuinness is coming home! The 23 time TT winner is making his TT Course return at the Classic TT in August. Taking place from 24th to 27th August, the Classic TT Presented by Bennetts is the perfect forum for John to get his racing eye back in after an extended lay off due to injuries, will you be there to watch him?

Motorcycle and automobile races held a particular mass appeal, since they were seen as a modern measure of might for both industry and sport. Although the Germans first invented the motorcycle at the end of the nineteenth century, by the beginning of WWI, England was viewed by the rest of the world as the leading motorcycling nation. However, during the s, due to a variety of historical contingencies, the German motorcycle industry began to take off. Braun and Panzer Motorcycling in England and Germany before World War I By the end of the late nineteenth century, technology, industry and nationalism were central to most conceptions of modernity. In the context of competing imperial nation-states, England and Germany were sometimes friendly antagonists. During this same period, however, public debates began in England on the health of the nation, in terms of the economy, but also in terms of physical health, as can be seen in the debate following the Boer War Davin In both imperial nation-states, the practice of sports was viewed as a way of training strong, virile, masculine, national bodies that would be able to defend and expand the Empire. The first motor sporting events were rather haphazard affairs with motorcycles both two- and three-wheeled competing side-by-side against automobiles. Industrial and political leaders in both countries began to view the motor vehicle as an important instrument for advancing the national economy, and motor sports were increasingly seen as a vital means of promoting the nascent industry amongst a skeptical public as well as a field on which to test out new design innovations Braun Nonetheless, motor sports did not grow out of a social vacuum. The forerunners of motor sportsâ€”the bicycle race and the horse trackâ€”provided the institutional as well as discursive frameworks for the new sport. The combination of motors and sports drew upon a palette of modern and archaic preoccupations, such as heroism, technology, speed, and the ability of man to conquer over nature Merki Soon after the first Tourist Trophy race was held one hundred years ago on the Isle of Man, it gained its long-standing reputation as the most important motorcycle race in the world. The Tourist Trophy race provided an arena for manufacturers and riders to test engines designed both for maximum speed as well as maximum reliability on a road course. Although English riders and manufacturers dominated the winning circle, the German motorcycle company NSU was able to place in the top ten during Braun ; Herz and Reese 15, In the prewar era, the TT race provided motorcycling manufacturers from across Europe and the US an opportunity to assess design modifications under conditions that mirrored real life circumstances. In addition, as the only speed trial road race held in England, the nation considered the birthplace of sports and a leader of the motorcycling industry, the TT-race became the most important sporting event on the calendar of the international motorcycling community and served as a showcase for the growing British motorcycling industry Braun and Panzer Reflections on the TT Race and British Motorcycling in Germany from The November Revolution of brought the definitive end to Wilhelmine Germany with the capitulation of the Imperial German Army, the dethroning of the emperor and regional monarchies and the birth of the German Republic. It also ushered in a new era and a positive turn of fortunes for the ailing motorcycle industry. In , the first year that the TT race was held after WWI, Germany was in the throes of enormous political, social and economic upheaval. Due to the chaotic situation following military defeatâ€”revolution and rebellion, strikes and putsch attempts, as well as rapidly increasing inflation on the daily orderâ€”German industry faced severe impediments to growth. The scarcity of money and the difficult burden of our treaty will, for a long time, prevent the automobile, as in the victor countries, from becoming widespread among the entire population. The motorcycle, however, with its small units [of production] is the future motorized means of transport for the entire population, because its low price will also make it affordable to the less well-off. Motorcycle races were hugely popular in Weimar Germany. Newspapers provided extensive coverage of motor sporting events in Germany as well as the rest of the world. Like aviators, national and international motorcycle racers were revered as modern heroes Rieger As the TT race

was unanimously viewed as the most important race, the champion racers and manufacturers were upheld in Germany as being the best in the world. Motorcycling magazine articles from s Germany demonstrate the importance of the TT race in the cosmology of the German motorcyclist. As it is known that road races are not allowed to be held in England, the entire interest of all motor sport practitioners as well as the motorcycle industry concentrates itself on this race on the Isle of Man, which is independent of English legal authority, and which offers motorcyclist an ideal race course that traverses valley and mountain. At the end of his description of the difficult TT course, the author exclaimed amazedly: Since the TT race was viewed in Weimar Germany as a fierce competition of the best riders and the best machines in the world, the fact that British riders and manufacturers dominated this event provided evidence for the superiority of British motorcyclists and motorcycles. Although Germans did not participate in the Isle of Man TT races until , German and British riders and manufacturers competed against each other in a number of other races, both within Germany and the rest of Europe Braun Successes in internationally renowned races were valued by industrial leaders as significant advertising tools. Hats off to the English! As previously mentioned, the production of two-cylinder motorcycles dominated production in the German motorcycle industry during the s. However four-cylinder models dominated most international races, including the TT. One article on the TT race remarked on the consequences the choice of manufacturing two-stroke engines had for the German industry: It is notable that since , no two-cylinder model is to be found among TT champions, even though these models are also still being built in England by several prominent manufacturers. It is this very much regrettable, that our leading German manufacturers, that build two-cylinder models, did not register for the TT-race. This most difficult race in the world would be a good opportunity in order to determine how advanced our domestic industry is. Only a tensile endurance test of such a nature, in which factory against factory and factory racer against factory racer start and their strength is approximately equal, can provide an adequate picture. Borchert 7 The attitude expressed by this author shows the growing confidence of the German motorcycle industry that was rapidly gaining ground on the English motorcycle industry. German reporters remarked on British motorcycle constructions with a mixture of envy and awe. British motorcycle brands, especially those that were crowned with international success at the TT race, were considered status symbols in Weimar Germany. In , an editorial in *Das Motorrad* commented on the Olympia motorcycle trade show: At the last Olympia Show in London over different motorcycles of English origin were represented, while in Germany there are at most 15 different manufacturers. What an extraordinary motorcycle industry reveals itself in this surprising number of English motorcycle types. In England and her colonies the motorcycle is the most widespread motor vehicle. However, the fact that the economic consequences of WWI had a far more drastic impact on Germany than in England led their respective industries to focus production on different types of motorcycles. English motorcycle designers and manufacturers, such as the Stevens brothers A. The Germans, however, strove to become competitive with the British. According to one report in a German motorcycling magazine, *The Motor Cycle*, the leading British motorcycling magazine, published an extensive and thorough article on the German motor trade show. Indeed, although the annual German motor trade show in Berlin, the *Deutsche Automobil- und Motorrad- Ausstellung*, remained a national affair for most of the s, by , the German motorcycle industry had grown confident enough that the trade show in Berlin resumed its international status and British motorcycles were exhibited alongside those of German manufacture Merki Motorcycle racers, especially the British elite who took part in the Tourist Trophy races, were understood, both in Germany and England, as embodying twentieth-century masculinity, simultaneously virile and technical. Ashby also laughs very naturally. Fleisser 73 Racers, such as Ashby, represented ideal manhood. British masculinity appeared solid and robust in comparison to German masculinity, wounded by defeat in WWI, the loss of its colonies, and subsequent political, cultural and economic upheavals. The discourse around motorcycles illuminates the intersections between industry and sports in the context of national and imperial competition. As Bernhard Rieger has shown recently in his very important comparative history of the reception and significance of technology, *Technology and the Culture of Modernity in Britain* , the Germans and the British shared a common understanding of the importance of technology as a means of increasing international standing: Victories in the sport of motorcycling racing, through combining

technological strength and endurance with physical prowess, was interpreted in both nations as representing a highly modern means of proving national strength. During the Weimar Republic, German motorcyclists often directed an envious eye towards England. The TT race was seen as an instantiation of British dominance in motorcycling. However, Germans were increasingly eager to challenge British power, both in terms of sport and industry. Notes 1 While it is beyond the scope of this article to investigate the relationship of British motorcycling to Germany during this period, my preliminary research indicates that, by the beginning of the s, the British motorcycle community became increasingly aware of the competition they faced from Continental manufacturers, in particular Germany and Italy, despite their continued dominance in the TT races. A cursory analysis of issues from Motor-Cycling from and , indicates that comments on the reliability and design of German motorcycles became increasingly prevalent in the British motor trade press. While these had been resolved by , due to an inability to determine a date for the exhibition in , the first postwar international motor vehicle show was first held in November Works Cited Addison, J. Wissenschaftliche Schriftenreihe Band 5. Delius und Klasing, Braun, Helmut and Christian Panzer. Ann Stoler and Frederick Cooper. University of California Press, Herz, Dieter and Karl Reese. The European Automobile Industry. Technology and the Culture of Modernity in Britain and Germany, Cambridge University Press,

Chapter 8 : IJMS / Disko / The Image of the "Tourist Trophy" and British Motorcycling in the Weimar Republic

The Isle of Man Tourist Trophy was dominated by the Rudge marque. Despite problems in practice for Rudge and the new George Hicks designed four-valve over-head valve motor-cycles [1] the Junior TT was a closely contested race.

Chapter 9 : 6C | The Scarf & Goggles Social Club

The International Isle of Man TT (Tourist Trophy) races are an annual motorcycle sport event run on the Isle of Man in May/June of most years since its inaugural race in , and is often called one of the most dangerous racing events in the world.